You are joining a 300m long vessel with 60m beam in China as Chief Mate

- Dock water allowance How much cargo can you load
  Summer draft 7.75m.
  Present draft in dock water 1.005 @ 7.65m
  FWA 63.5mm
  TPC 35t
- Draw a stbd load line
- What is freeboard
- Show me where your draft would be if loaded to your summer line and vessel moves into dock water of 1.003
- Why does the draft change
- Does the TPC change
- Does the Fresh water allowance change
- Is there an effect on the vessel when it changes to different water density’s
- What certificates do you show the master
- Where does it state that you require these certificates
- What do you cover in the handover
- Tell me about the Loading Instrument
- Can the company just by one and install
- Where does it say that you are required to have one
- How do you know it’s compliant
- How do you test it
- What tests are required
- What is the IMO Stability requirements for this vessel
- When you test the Loading Instrument do you look at your drafts
- What does the chief mate do
- How do you know what your duties are
- What logs are you responsible for
- What else may you be required to sign
- What’s a shippers declaration
- Tell me what it contains
- What do you do with it
- What’s TML
- Why is this important
- If the TML on the declaration for the cargo is lower than the TML listed for that cargo in the IMSBC code can you load it
- Why not
- Can you use a TML certificate dated 2 weeks ago?
- What is in the IMSBC Code?
- Shipper has a truck loaded with 6 containers and wants to load them asap. Containers are placarded and you have not been forewarned. What do you do?
- Can you load them?
- Where does it state that you have to notify AMSA’s nearest office?
- Your vessel now has cranes and the wharfinger wants proof they are safe to use. How do you show proof?
- He wants details on a specific block attached to a crane. How do you prove its identity?
- What’s a Material handling register and what does it contain?
- What’s the difference between yearly inspections and 5 yearly?
- Where does it state that you need a Material handling register?
- What vessels require one?
- How do you instruct the second mate regarding planning a passage plan?
- What publications do you need and what others would you reference?
- What’s a Load Line Seasonal Zone?
- Where do you find information about these zones?
- The master wants to wash the excess cargo off the deck while en-route to Aussie. Can you do this?
- Where do you find the information on cargo discharges?
- You are the watchkeeper and you see a red flare. What do you do?
- Who do you contact?
- What do you log?
- Where does it say you are obligated to respond?
- Master not interested in responding as the cargo has to be delivered on schedule. What do you do?
- Do you have anything onboard to assist with searching?
- You mentioned a Datum. What do you mean?
- What search pattern would you use?
- Are you required to have an IMASAR 3 onboard?
- Where does it say this?
- So what else is listed in Form E?
- What is an OSC?
- RCC have appointed you as the OSC, what are your duties?
- Why are lifeboats dangerous when launching and recovering?
- Tell me about how you would go about a launch and recovery?
- What do you have onboard if you don’t have a lifeboat?
- A class surveyor wants to inspect the forepeak tank. Can he?
- Can you enter an enclosed space right now?
- Where can you find details of the requirements?
- You mentioned that Australia has different requirements. What is different?
- Where does it state this?
- What is an enclosed space?
Other than Co2 what other types of fixed suppression systems are their
You mentioned mist system. How does a mist system work
How do you prepare for a dry docking
What documents do you supply the dockmaster
You mentioned checking stability. Why
If your GM is compliant (0.15), are you happy with this
Why not?
You mentioned Trim and P. Why is this an issue
What happens at P?
Why is the Trim now important
Why did you fill or empty tanks
Marks-position all tops and articulate the light sequences
What’s Occulting and Isophase
Shown several cards of vessels. describe what they are and your actions (he placed cards on models and positioned your vessel)
Rule 17-passenger ship on your port in a crossing situation you are the 300m vessel. What are your actions at 12nm, 8nm, 4nm.
Vessel is <4nm your actions?
Why did you action a round turn to stbd
How do you determine risk of collision old school with no nav aids?
Now restricted vis. Signals for all vessels.
Back to models. You are approaching R/V ahead with a vessel on radar dead ahead and another vessel to your stbd abaft of your beam that you are overtaking. What are your actions
Why do you action R/V when you aren’t in it
Back to charts. What’s a routing chart
tell me all about the detail it provides for passage planning
In Singapore straight. how do you fix your position
Why would you not take a fix off this area? Was low mangrove area.
Why are the cliffs better?
What methods can you use to determine compass error
Bearing during transit. True 235°. Bearing of gyro 233°. Gyro high or low?
What’s the difference between Amplitude and azimuth
Where do you find info on chart symbols
How does AMSA know you are arriving in Australia
What’s an ESP
What vessels does it apply to
How do you plan for it
What documents do you retain onboard from the inspection?
What’s the Variation on the compass rose for
Why do you have to adjust it
What’s deviation
Timber load line. Draw one. where can you load to under deck
There were probably more questions but you get the gist of what was required.

If you can pin the marine order to a SOLAS chapter, or Marpol Annex as well as an Act then he moved on to another subject.

At times I was asked if I was sure of my answer. This is a pressure ploy, if you are confident you are correct be decisive. Be careful not to give too much info as you can dig a hole for yourself leading to other topics you may not be so versed in.

Always ask for the question to be repeated if your head was in a spin and you or you missed something.

I found Irwin to be very fair and most questions very direct and clear, but it is always off putting when you don’t see much of a response to answers to clearly indicate you answered the core of what he was searching for, other than moving on quickly.

Good luck

I would like to thank all the Freo Tafe staff for their valued assistance during Orals prep.

See you all for Masters in 8 months